

Rule Changes for the 2008 AMA Rulebooks

OFF ROAD DIVISION

Proposal #2 : Chapter 2, Section A, Paragraph 4, Page 9: 4. To be eligible for a STOCK CLASS, the following cannot be changed or modified: Internal engine components, electronics, frame, carburetor, air box, swing arm, rim size, wheel hubs and exhaust system. Cylinder re-plating is allowed but must retain the original manufacturer's bore. Changes to carburetor jetting is allowed. Clutch plates, pistons and piston rings may be accessory items as long as they maintain the stock shape, design and material of the OEM parts. High compression pistons are not allowed. All other internal engine components must be stock OEM parts. Material may be added to the existing frame for strength, including welding. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part. Any items not listed above may be changed or modified. Violations of the stock class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the stock class rules will result in a disqualification from the event and a suspension from AMA competition for one year. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification. Approved.

Proposal #4: Chapter 3, Section C, Paragraph 4, Page 11: Drain Plugs - On road race and Supermoto machines, crankcase and transmission drain plugs must be safety wired. Approved.

Proposal #8: Chapter 7, Section D, Paragraph 3, Page 71:

- a. For each protest, \$50 per item or component protested
- b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
 - (1) Two-stroke: \$100
 - (2) Four-stroke: \$250
 - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection. Approved.

Proposal #11: Chapter 7, Section E, Paragraph 2B, Page 73: **CHANGES IN BOLD**

- b. In general, appeals cannot be accepted related to matters for which no remedy is available, (For instance, no appeal will be heard if the only means of remedy would be to re-run an event.) **OR IN WHICH THE AMA HAS ALREADY RENDERED A DECISION**
3. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for

the appeal. The appeal may be filed with the referee at the meet or submitted to: AMA Racing, 13515 Yarmouth Dr, Pickerington, OH 43147. Fax: (614) 856-1921. Accepted delivery methods are facsimile transmission, United States mail or an express delivery service of the appellant's choice.

4. The appellant is solely responsible for timely delivery of the appeal, appeal fees and related documentation to the AMA.

5. Appeals must be received by the AMA before the close of business (5:00 p.m. Eastern time) on the fifth business day (Monday through Friday) after the ruling or incident under appeal.

6. A filing fee of **\$250 (\$500** for National events) must accompany an Appeal. Filing fees will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by the appealing party and will be refunded only if the appealing party prevails.

7. Both AMA and the appealing party are responsible for producing the following within 10 working days of the decision/incident being appealed and the AMA is responsible for distributing all such information to the appellant in a timely manner:

a. Copies of all written statements which will be offered as evidence at an appeal hearing.

b. A list of all witnesses to testify during the appeal hearing.

8. As soon as practical, AMA will review all materials submitted and take one of FOUR initial actions:

a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee;

b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board. (For these purposes, a "dispute" exists only if one party has filed a formal protest against the other.

Having material interest in an appeal, e.g. being in a position to gain or lose money or points as a result of the outcome, does not constitute a dispute.)

c. Convene an appeal board

d. **DENY THE APPEAL**

9. The time and place of hearings will be set by AMA. The appeal hearing will be convened as soon as practical and barring unforeseen delays will be held no more than 30 days after the ruling/incident being appealed. Approved

Proposal #18: Chapter 3, Section E, Paragraph 1, Page 15: Combine Section 1 and section 2 to read: A rider must wear a helmet at all times when riding on a track or course. Helmets must be of the full-face or full-coverage type. In contests of speed, all riders must utilize a shatterproof face shield or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval: USA: Snell M 2005 or DOT FMVSS 218 United Nations: Regulation ECE 2205 P' UK: BSI 6658 Type A Japan: JIS T 8133:2 Or any of the FIM SFI approved certifications. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. Approved.

Proposal #19: Chapter 3, Section C, Paragraph 16, Page 15. No electronic communication with rider is permitted. Approved.

Proposal #20: Chapter 4, Section A, Paragraph 5, Page 17. add to end: ATV's and Motorcycles may not race or practice on the track or course at the same time.(except hare and hound) Approved.

Proposal #23: Chapter K, Section 2, Paragraph D, Page 30. d. National Pro Riders finishing in the top 15 of the preceding years National Enduro Series are designated as Pro riders for the following year. A rider in this class is eligible for overall high point winner and Pro trophies, but not for A class awards. If no Pro class is run, Pro riders may compete only for the overall win. Any A rider may submit to the AMA a letter of intent indicating that he wants to be designated an Pro rider for the calendar year. District organizations that want to establish an Pro class must submit a detailed description of proposed rules for AMA approval. The deadline for this proposal is December 15 of each year. Approved.

Proposal #24: Chapter 4, Section K, Paragraph 4;3;A, Page 31. (3) Riders must comply with all *applicable* local and state laws and regulations, including speed limits. At the request of an official of the meet, a rider must show a valid drivers license. If a qualified, identified official observes a rider violating a safety regulation—such as entering a public road without first stopping— the rider may be disqualified on the spot. However, a notice that this rule is being enforced must be posted at the start of the event. Any rider who receives a citation for a moving violation will be disqualified immediately. Approved.

Proposal #29: Chapter 4, Section K, Paragraph 9, Page 34: in the first sentence remove the words "from the last known mileage" Add sentence at the end of paragraph: "Check mileage verification shall be measured from the last known mileage." Approved.

Proposal #30: Chapter K, Section 5, Page 35: 5. National Enduro Championships
At Nationals, all "A" riders receive the following points toward the Grand National Enduro Championship. Approved.

Proposal #31: Chapter K, Section 5, Paragraph E, Page 36: e. At Nationals, all *Pro* riders start one minute apart, beginning with the previous years champion at row 21, 2nd on row 22 and continuing on until all *Pro* competitors have started, including riders electing to ride the *Pro* class that were not in the top 15 overall the previous year. Approved.

Proposal #34: Chapter 4, Section O, Paragraph 4, Page 40: The Overall National Hare and Hound Championship will be decided by the points accumulated in all events held in the series. Class champions will be decided by the points accumulated in one less than the total number of the events in the series. Ties are broken by comparing the number of first, second, third, etc. finishes until the ties are resolved. Approved.

Proposal #35: Chapter 4, Section O, Paragraph 2, Page 41: Events run the following classes, although not all classes need be run if advertised in advance.

- Class 1 86-100cc
- Class 2 101-125cc
- Class 3 126-200cc
- Class 4 201-250cc
- Class 5 251-Open
- Class 6 Veteran (30 yrs. and over)
- Class 7 Senior (40 yrs. and over)
- Class 8 Super Senior (50 yrs. and over)
- Class 9 Master (60yrs.)
- Class 10 Women (86cc-Open)
- Class 11 ATV Approved.

Proposal #36: Chapter 4, Section P, Paragraph 7, Page 42: Class Engine Size

- 1 86cc -200cc
- 2 201cc-250cc
- 3 251cc – Open
- 4 Women's (86cc - Open)
- 5 Veteran (30 yrs. and over)
- 6 Senior (40 yrs. and over)
- 7 Super Senior (50 yrs. and over) Approved.

Proposal #37: Chapter 4, Section P, Paragraph 6-E, Page 42: e. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time varies, depending on the length of the course, but that time must be: a) displayed in full view at rider registration; or b) on display or announced at the riders meeting; or c) announced at the start line prior to the start of each race. Approved.

Proposal #38: Chapter 4, Section P, Paragraph 8, Page 43: Delete paragraph 8. National Hare Scrambles Championship: A maximum of 12 National Hare Scrambles are run, with no more than five per region. (The three regions are the same as those defined for National Enduro competition.) National championships are decided by the points accumulated in 2 less than all events held in the series. Approved.

Proposal #41: Chapter 4, Section Z, Page 57: Delete section for Scottish Trials. Approved.

Proposal #42: Chapter 4, Section BB, Paragraph NEW, Page 58: Replace existing Chapter 4 Section BB in its entirety with the following: BB: Supermoto. (Listed out by technical) Approved.

Motocross Committee

Proposal #39: Chapter 4, Section S, Paragraph 7, Page 47"a" stays the same as currently in rulebook

(7) Rider Performance Value (RPV)

(b) Riders will earn performance points based on their finishes at each meet according to the following schedules:

(1) Class with 5-14 entries

Finish Points

1st	18
2nd	16
3rd	12
4th	9
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1

(2) Class with 15-24 entries

Finish Points

1st	25
2nd	20
3rd	18
4th	16
5th	14
6th	12
7th	11
8th	10
9th	9
10th	8
11th	7
12th	6
13th	5
14th	4
15th	3
16th	2
17th	1

(3) Class with 25 + entries

Finish Points

1st	30
2nd	25
3rd	21
4th	18
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

Example: A rider has 18 B class entries. He earns 256 points combined in 15 of those classes and no points in the other three. To calculate the RPV the total points earned (256) are divided by the total number of class entries in which points were earned (15). $256 \div 15 = \text{RPV of } 17.06$. The rider's RPV of 17.06 exceeds the 15 point cutoff and he is advanced to the "A" class. Approved.

Proposal #39: Chapter 4, Section S, Paragraph 2 A, Page 34. Remove the stipulation for Class 2. That reads: 144cc achieved by boring only on homologated 125cc OEM machines. Approved.

Proposal #40: Chapter 4, Section S, Paragraph B 1, Page 49.

Delete: *(1)All starting gates must have a rear restraint on the ground a distance of eight feet behind the starting gate in the down position. i.e. Railroad ties or 4" x 4" that will prevent riders from rolling back from the gate. Approved.

Proposal #52: Chapter 4, Section C, Paragraph 6, Page 21. Add to the end of paragraph 6 Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event subject to the referee's discretion. Approved.

Proposal #59: Chapter 4, Section S, Paragraph 2A, Page 45: Complete class listing of approved amateur class structure for AMA Motocross events. All classes are approved for competition and promoters must advertise any classes to be run. All classes must have a minimum wheel base of 53" (except Women's class). All classes may be divided into A, B and C skill levels at the promoter's discretion.

CLASS NAME	DISPLACEMENT RULES
125cc	122cc - 125cc 2-Stroke
250cc	122cc-250cc
Open	122cc-Open cc
14-24	122cc-Open cc
Plus 25	122cc-Open cc
Vet Plus 30	122cc-Open cc
Vet Plus 35	122cc-Open cc
Senior Plus 40	122cc-Open cc
Senior Plus 45	122cc-Open cc
Senior Plus 50	122cc-Open cc
Women (12+)	99cc-250cc Approved.

Proposal #62: Chapter 4, Section C, Paragraph C7B, Page 47: All "C" riders carrying a RPV of 11.5 or higher at year end will be advanced to the "B" class. Approved.

Proposal #63: Chapter 4, Section S, Paragraph 8&9, Page 47, The following criteria are to be used when determining a rider's eligibility for the "C" class:

- No rider is to be classified as a C rider if that rider had a RPV of 11.5 or higher the previous year in the C class or a 12-16 youth division.
- No rider is to be classified as a C rider if that rider has ever been classified as an A or Expert rider.
- No rider is to be classified as a C rider if that rider has qualified for the AMA Amateur Motocross Nationals in any previous year in any class.
- No rider is to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any class.
- If a rider does not have enough points paying finishes to calculate their RPV points or does not meet any of the above criteria, they may not participate in the C class if they have raced the C, Beginner or any Youth class above 12 years old prior to June 1, 2006. Approved.

Proposal #65: Chapter 5, Section S, Paragraph 10, Page 48: No rider, youth or amateur, can be forced to compete in the A class until January 1 following their 16th birthday. Riders under 16 years old may advance on their own ability/competence. Approved.

Proposal #67. Chapter 4, Section S, Paragraph B-11, Page 48. Add: 11. Riders who wish to contest placement or classification may appeal once to the AMA.

There will be a 4 member board to hear complaint and there is no second appeal to classification process. NO less than 2 members on this appeal board will have background in the sport which is being contested. Approved.

Proposal #72: Chapter 5, Section C, Paragraph 1, Page 60: Complete class listing of approved Youth Class Structure for AMA Motocross events

51cc 4-6 Stock Class 1

51cc 7-8 Stock Class 2

51cc 4-8 Stock Oil Injected Class 3

51cc 4-8 Stock Multi Speed Class 4

(All current 51cc classes remain unchanged)

65cc 7-9 59cc-65cc 2-Stroke

65cc 10-11 59cc-65cc 2-Stroke

65cc 7-11 59cc-65cc 2-Stroke

85cc 9-11 79cc-85cc 2-Stroke

85cc 12-15 79cc-85cc 2-Stroke

Supermini 12-16 79cc-112cc 2-Stroke/75-150cc 4-Stroke,

Max. front wheel 19"

Max. rear wheel 16"

Max. wheelbase 52"

Schoolboy 12-16 86cc - 125cc 2-Stroke/75cc-150cc 4 -stroke , Minimum rear wheel 16", Minimum front wheel 19"

Schoolboy 14-16 126cc-250cc Minimum 53" wheelbase (No minicycles or Superminis)

Girls 9-15 79cc-105cc 2-Stroke

Max. rear wheel 16" Max. front wheel 19"

Max. wheelbase 52" Approved.

Proposal #73: Chapter 5, Section C, Paragraph 1, Page 61 No professional riders are permitted to ride the schoolboy class and supermini class. Change to read: No A class riders are permitted to compete in any schoolboy or supermini class. Approved.

Track Racing Committee

Proposal #22: Chapter 4, Section J, Paragraph ALL, Page 26. Replace existing Chapter 4 Section J in its entirety with the following:

J. Drag Race

The rules of AMA-affiliated organizations will apply to their meets. There is no appeal of referees decisions at these meets.

1. Drag races may be either time trials or a final race between two contestants from a standing start to finish line over a measured distance. The course is no longer than one-quarter mile in length and must be perfectly straight with a hard,

smooth surface. There must be sufficient distance beyond the finish line (a minimum of one-half mile) to allow a safe stop.

2. AMA-sanctioned Drag Race events are held under the auspices of the AMA's Drag Race Affiliate, Prostar.

AMA Prostar regulations are revised annually and appear in full in the Prostar rulebook. Contact Prostar at 1250 Ohio Pike, Suite 228, Cincinnati, Ohio 45102 or see www.amaprostar.com for the latest regulations. Approved.

Proposal #76: Chapter 2, Section A, Paragraph 9, Page 6. Add: To ride in a "PRO" class, riders MUST have a Pro-sport , Pro Expert or GNC license.

Approved.

Proposal #78: Chapter 4, Section G, Paragraph 2D, Page 23: New
2 d The following rpm will be used when testing machines for compliance with the specified db(A) level

Up to 85cc - 7000 RPM

125cc - 6000 RPM

2 Stroke 250cc - 4250 RPM

4 stroke 250cc - 5500 RPM

500cc - 4500 RPM

Open - 3750 RPM Approved.

Proposal #83: Chapter 4, Section Q, Paragraph 4 C, Page 44. At the end of the existing paragraph add "The cord that is attached to the dead man cannot be elastic and must kill the engine when the riders wrist moves 36" from the handlebars." Approved.

Proposal #86: Chapter 12, Section D, Paragraph 2, Page 84. Fix the Rider Payout table. This is an editorial fix to an error caused by the rulebook editing software. Place 16 rider payout in left column and 10 rider payout in right column. Approved.

Proposal #87: Chapter 12, Section D, Paragraph 2, Page 84. Change Chapter 12, Section D, Paragraph 2 to read as follows:

"2. See Appendix E for Recommended Payout Structure."

Create a new Appendix E, printed in wide format, vertically on the page, in a manner similar to the existing Appendix D. The new Appendix E to read as follows:

RECOMMENDED PAYOUT STRUCTURE

Riders 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4

1st 30% 30% 30% 30% 30% 30% 30% 30% 30% 30% 30% 30% 30% 30% 30%
2nd 16% 17% 17% 17% 18% 18% 18% 19% 20% 20% 20% 21% 23% 26% 28%
3rd 10% 10% 11% 11% 11% 12% 13% 13% 14% 15% 15% 17% 20% 23% 26%
4th 8% 8% 8% 9% 9% 9% 9% 9% 9% 10% 10% 11% 11% 12% 16%
5th 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 9% 9% 9% 9%
6th 6% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6% 7% 7% 7%
7th 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5%

8th 4% 4% 4% 4% 4% 4% 4% 4% 4% 4% 4%
9th 3% 3% 3% 3% 3% 3% 3% 3% 3% 3% 3%
10th 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%
11th 2% 2% 2% 2% 2% 2% 2% 2%
12th 1% 1% 1% 1% 1% 1% 1%
13th 1% 1% 1% 1% 1% 1%
14th 1% 1% 1% 1% 1%
15th 1% 1% 1% 1%
16th 1% 1% 1%
17th 1% 1%
18th 1%
Total Approved.

Proposal #89: Chapter Appendix, Section B, Paragraph 4, Page 87: In Appendix B, Pro Sport Dirt Track Numbers on page 97. DELETE the following text: "Pro Sport riders will not be permitted to use the last two digits of their AMA number." Approved.

ATV Committee

Proposal #90: Chapter 1, Section 1, Paragraph Definition: Add: Definition for production after ATV: **ATV Production** - See Chapter 6, section C, paragraph 15 & 16 Approved.

Proposal #91: Chapter 6, Section A, Paragraph 4, Page 64. Current Class 10 71cc-90cc 2-stroke modified/75cc-125cc 4-stroke (8-15yrs) Class change proposal 71cc-90cc 2-stroke modified/75cc-125cc 4-stroke (8-12yrs) 71cc-105cc 2-stroke modified/75cc-150cc 4-stroke (13-15yrs) Approved.

Proposal #200 Chapter 4, Section E, Paragraph 1, Page 22: NEW BUSINESS: Change last sentence in paragraph to read: Vintage & ATV class equipment will be excluded from the claiming rule. Approved.

Proposal #205: Chapter 6, Section A, Paragraph 4, Page 64. Class 13 - Senior Youth Production - 201-400cc 4 stroke 15-17 years old. Approved.